



Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

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SEPTEMBER - OCTOBER 1972

ON THE COVER: Proudly rolling over the freshly ballasted rails of the Como-Harriet's new North line is premier MTM streetcar #1300 - shown at speed on the gentle curve above the 42nd street station in a historic portion of right-of-way known as 'the glen.' The verdant scenic stretch of line was restored to traffic during August. TCRT cars last operated over this route in June of 1954. '1300 rides again!'

MTC/MTM RELIVE TRANSIT HISTORY

It all started 100 years ago in old St. Paul and the Metropolitan Transit Commission along with the Minnesota Transportation Museum revisited it on July 15, 1972 as a special MTC bus with MTC/MTM people, newsmen, historical buffs and others aboard retraced the route of St. Paul's first horsecar line. A trip to the reopened Como-Harriet Streetcar Line and a ride aboard MTM car #1300 followed. His Honor St. Paul Mayor Larry Cohen also took a turn as motorman. All was part of MTC's commemoration of a century of public transportation in the Twin Cities during July.

COMO-HARRIET COMMEMORATIVE CARLINE TOKENS NOW AVAILABLE

The newly minted special brass streetcar fare tokens recently donated to MTM by the American Vecturist Society may now be purchased by members. These quarter-sized commemorative coins, bearing the inscription "Minnesota Transportation Museum" / "Como-Harriet Streetcar Line" are available at \$1.00 each - limit 5 per member - on a 'first come' basis. All proceeds will go toward our Harriet restoration efforts. Interested members may place their orders for tokens by stamped, self-addressed envelope through -
Mr. David Norman
3007 24th Street East
Minneapolis, Minn. 55406

MTM EXECUTIVE BOARD SHIFTS

During July MTM President John Stein announced several executive changes to the Museum Board. In advance of his impending move to a new position in the Eastern United States, Rick Francaviglia, Vice President of publications has resigned. Due to the heavy press of outside commitments, Secretary John Diers has also withdrawn from his position. Replacing John is veteran Board Member Bill Cordes - who was promoted from his former position to that of MTM Secretary. Appointed to succeed Bill as Vice President-Traffic is well known MTM'r Frank Sandberg. In announcing the changes, President John Stein expressed regret at the Diers and Francaviglia retirements but extended best wishes to Cordes and Sandberg in their new management roles.

THE LONG HOT SUMMER

The unseasonably cool weather notwithstanding, it's been a 'long hot summer' on the Como-Harriet - our first full year of scheduled operation! Trackwork on the North extension has been arduous and material delays frequent - still, the work goes on, and the track restoration work nears full completion. "Thin" crew schedules were experienced due to division of the work load between car operation and trackwork.

The greatest hardship, however, was the momentary interruption in service for car repairs during July and August. Our long-suffering personnel labored very hard to put #1300 back into service in time for Aquatennial-time riders and the recent Twin Cities Metropolitan Transit Commission Transportation Seminar. This break in our incoming fare revenue, coupled with high maintenance costs again shows the continuing need to obtain donations for the Como-Harriet restoration fund. So, please use the appeal flyers you get with each issue of the "Gazette" - money is needed during this, the greatest period of our restoration and expansion.

SEPTEMBER HARRIET CREW SCHEDULE

Listed below are the MTM work crews for September. As previous, the normal work day is 9 a.m. - 12 noon & 1 p.m. - 4 p.m. Saturdays, and 1 p.m. - 6 p.m. on Sundays. All are asked to hold to the schedule. If however, a member must be absent, it is his responsibility to switch dates with a fellow member and advise his supervisor for the day of the change.

<u>Date</u>	<u>Day</u>	<u>Supervisor</u>	<u>Crew Members</u>
9-2	Saturday	Dumas	Algren, Baker, Verhey, Janke, Zacharias
9-3	Sunday	Diers	Chotkowski, Edwards, Ferch, Norman, Smith
9-9	Saturday	Sandberg	McCoy, Nelson, Phillips, Schumacher, Graham
9-10	Sunday	Anderson	Bensen Sr., Dollary, Harrison, Krenske, Obern
9-16	Saturday	Podas	Bensen Jr., Hellier, Kleinhans, Knott, Mackner
9-17	Sunday	Isaacs	Bergstrom, Fuller, Kinghorn, McCauley, Wild
9-23	Saturday	Lindberg	Middlesteadt, Anderson R., Shogren, Thompson, & Coehlo
9-24	Sunday	Anderson	Larkin, Olsen Wm., Parker, Reader, Rubin
9-30	Saturday	Martin	Kedrovsky, Macknie, Svobodny, Weiss, MacMillan

Supervisors

George Isaacs	484-7512	John Diers	545-6292
Keith Lindberg	455-5589	Loren Martin	789-4297
Norm Podas	588-9643	Frank Sandberg	890-2830
Mark Anderson	825-7851	Bob Dumas	473-9538

Also, MTM work crews are asked to please refrain from parking their autos on Queen Avenue South as a courtesy to our neighbors who need this same space for their residence parking. Track and car crew members should park in the Harriet Public concourse area.

PLEASE KEEP IT CLEAN

Due to carelessness, forgetfulness or other, our Linden Hills carhouse gets a bit messy at times. Members: Please keep it clean. Every litter bit hurts!

WELCOME NEW MTM'ers

Jim Kreuzberger, Overland Park, Kansas; John Wild, Mpls., Minn.; Patty McCauley, Phoenix, Arizona; Joseph Stark, New Hope, Mpls., Minn.; Corbin Kiddary, St. Paul, Minn.; Glenn Trojanek, Mpls., Minn.; Thomas MacMillan, Bloomington, Minn.; Bruce Smith, Mpls., Minn.; Roderick MacDonald, Commonwealth of Australia, William Kinghorn, Mpls., Minn.; J.T. Nawrocki, Palo Alto, California; Justus Lischied, Palo Alto, California. Theodore Kane, Edina, Minn.; Edward Gress, St. Paul, Minn.; Mr & Mrs Eugene Daly, Mpls., Minn. Welcome aboard!!!

TLR FALL RALLY - REMINDER

MTM is co-hosting the 1972 Thousand Lakes Region National Model Railroad Association (NMRA) Convention, and October 6, 7, & 8th should be set aside by all pleasure seeking TLR members and their families. Those are the days marking the Fall Rally in Minneapolis. Co-chairmen Mike Engler and John Holmes, along with the enthusiastic assistance of MTM, have put together a package of fun and enjoyment for all. Headquarters for the 1972 Rally will be the Northstar Inn in downtown Minneapolis which is centrally located so as to guarantee easy access to all attractions. The program contains most of the usual TLR rally features, plus some firsts and unusuals.

New, North Line in Regular Service

The Como-Harriet Line North of 42nd Street is now in regular scheduled operation. "Thirteen-hundred" made a first, regular 'maiden voyage' over the trackage on Saturday, August 12th. The elements have not cooperated this summer, but crews have managed to drive the Como-Harriet rails within a 'stones throw' of our '72 objective - the William Berry Bridge. Efforts will continue through fall to complete the North line trackwork. August 12th was billed as somewhat of a twin victory; in addition to operation over the new rails, car #1300 returned to service after a burned out generator car engine forced a temporary closing of the Como-Harriet for the week of August 6th.

GENERAL MEMBERSHIP MEETING ON TUESDAY, OCTOBER 17TH

The Fall General Membership meeting of MTM will be at 8 p.m. on Tuesday, October 17th, 1972 in the first floor auditorium of the Northwestern National Life Insurance Building on the lower Nicollet Mall in Mpls. (20 So. Washington) In addition to reports on current MTM activities, a representative from the Minneapolis Planning Office will discuss the recently published, highly exciting plan for Rapid Transit in the "Mill City." Slides will accompany the program. Members and guests are cordially invited to a most interesting and informative evening.

MTM Nominating Committee Notes

The nominating committee for MTM's 1973 slate of officers is now being formed. Members interested in assisting in this constitutional museum process are asked to contact President John Stein for further details.

The 'Nine Lives of Dan Patch #100'

Few mechanical contrivances have as many 2nd chances and rebirths as has MTM's venerable #100 - oldest internal combustion locomotive in North America. (perhaps even in the world-we're still checking into this!)

#100 originally began her long and active life in the Erie erecting shops of General Electric in June 1913 as part of an order for a little-known Midwest Interurban property known as the Minneapolis, St. Paul, Rochester and Dubuque Electric Traction Company (M St. P R & D ET Co.), whew! The line, which operated from a terminal at 54th & Nicollet in South Minneapolis to the community of Northfield, was better known far&wide as the "Dan Patch Line" - - after the most famous and fastest pacing-track racehorse of the time (the 1:55 record mile set by this astounding animal stood for over 50 years!) Both the railroad and the horse were valued possessions of Minneapolis livestock feed and mail-order tycoon Col. M.W. Savage.

In July of 1916, Dan Patch (the horse) unexpectedly died after a short illness; almost incredible to relate, a heartbroken Col Savage departed this life only 32 hours later! The M St. P R & D ET Co. was sold and renamed the 'Minneapolis, Northfield and Southern.' The new owners plans did not include the #100, and in 1918 she was sold to the St. Paul Central Warehouse Co. for switching service and converted to a straight electric operation complete with Trolley poles. A few years later #100 was sold again. Her new home was the Minneapolis, Anoka and Cuyuna Range R.R., an electric interurban which operated from the Minneapolis Central business district to the nearby City of Anoka. The poorly maintained MA & CR, beset by a host of financial difficulties, limped through the years over trackage that more resembled twin snakes wriggling through knee-high weeds than a rail line. Nevertheless, #100 became the mainstay of MA & CR's limited freight handling operations. With the coming of war clouds in the early '40's, the Northern Pump defense plant in Fridley purchased the almost derelict MA & CR and #100 for purposes relative to their industrial operations. Extensively rehabilitated along with portions of the line, #100 hummed merrily through the years until 1957, when along with the inexorable demise of electric railway operation elsewhere in the Twin Cities area, the Northern Pump (MA & CR) wire came down. Again, instead of a long overdue scrapping, #100 was converted to diesel electric and continued to trundle along MA & CR rails in switching work. In 1969 the line was sold and absorbed into the Burlington Northern ranks. It appeared that the final curtain was now coming down on #100. But, the by now almost 70 year-old engine was again saved from the melting-pot through the efforts of MTM and a very generous and history-conscious Burlington Northern. The "Dan Patch" has been in storage ever since; awaiting that day soon when MTM can turn its efforts to a full restoration to operating condition. The #100 will run again!! Who knows - - - perhaps even at the head-end of a future Sunday excursion train out to Col Savage's old Antlers Park on the Minneapolis, Northfield & Southern line.





ABOVE: #100 shown under wire, and temporarily numbered "1", circa 1943. Extensively modified over the years she sports front and rear semi-arch windows pirated from early G.E. gas-electric passenger cars.

BELOW: Another view of the newly reopened "Glen Line"; #1300 accelerates into a tunnel of foliage north of the 42nd St. Station platform. Our MTM track crew takes a break to let the car pass.





MINNESOTA STREETCAR MUSEUM

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We Make Minnesota's Electric Railway History Come Alive!